



AMERICANS\_WANTA BE FREE\_CH 15\_AUDIO\_NATIONAL HIGH SPEED RAIL\_STATE  
BANKS\_07FEB13

Friday, February 8, 2013 10:02 AM

From: "Ambassador Lee Emil Wanta" <somam@prodigy.net>

To: "POTUS\_President Barack Obama" <scheduling@who.eop.gov>, "POTUS\_Office of the President" <info@barackobama.com>, "Barack H. ObamaThe Honorable" <president@messages.whitehouse.gov>, "OVP\_Vice President Joe Biden" <scheduling@ovp.eop.gov>, "OVP\_Chief of Staff Bruce Reed" <vice.president@whitehouse.gov>, "Chief Justice\_John G Roberts" <jroberts@supremecourt.gov>, "Attorney General Eric Holder" <askdoj@usdoj.gov>, "U.S. Speaker John Boehner" <SpeakerAlert@messages.speaker.gov>, "WH\_Press Secy\_Jay Carney" <president@whitehouse.gov>, "Deputy Campaign Manager Stephanie Cutter" <stephanie@stephaniecutter.com>, "Stephanie Cutter" <stephcutter@gmail.com>, "Governor Scott Walker" <govgeneral@wisconsin.gov>, "WI\_Governor Scott Walker" <Governor@wisconsin.gov>, "Lt Gov Rebecca Kleefisch" <jeannet@rebeccaforreal.com>

Cc: "WI Attorney General J B Van Hollen" <newsletter@vanhollenforag.com>  
1 File (141b)



AMERICA...



The Principality of Snake Hill  
Email : [principalitysnakehill@gmail.com](mailto:principalitysnakehill@gmail.com)  
H. E., Ambassador Lee E Wanta

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Potus-202 - AMERICANS\_WANTA BE FREE - 2013

1/



AMERICANS\_WANTA BE FREE\_CHAPTER FIFTEEN\_DRAFT ONLY\_circa 2013

Saturday, February 2, 2013 11:56 AM

From: "Ambassador Lee Emil Wanta" <somam@prodigy.net>

To: "POTUS\_President Barack Obama" <scheduling@who.eop.gov>, "POTUS\_Office of the President" <info@barackobama.com>, "Barack H. ObamaThe Honorable" <president@messages.whitehouse.gov>, "OVP\_Vice President Joe Biden" <scheduling@ovp.eop.gov>, "OVP\_Chief of Staff Bruce Reed" <vice.president@whitehouse.gov>, "Chief Justice\_John G Roberts" <jroberts@supremecourt.gov>, "Attorney General Eric Holder" <askdoj@usdoj.gov>

Cc: "WH\_Press Secy Jay Carney" <president@messages.whitehouse.gov>, "WH\_Press Secy\_Jay Carney" <president@whitehouse.gov>, "Deputy Campaign Manager Stephanie Cutter" <stephanie@stephaniecutter.com>, "Stephanie Cutter" <stephcutter@gmail.com>, "US President Al Gore" <info@carthagegroup.com>, "US President Al Gore" <press@carthagegroup.com>, "Governor Scott Walker" <govgeneral@wisconsin.gov>, "WI\_Governor Scott Walker" <Governor@wisconsin.gov>, "Lt Gov Rebecca Kleefisch" <jeannet@rebeccaforreal.com>, "WI Attorney General J B Van Hollen" <newsletter@vanhollenforag.com>

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DRAFT ONLY

### CHAPTER FIFTEEN

*"When the power and arrogance of government combine with the power and arrogance of multi-national corporations, the fate that results will be tyranny and corruption." ... Marilyn MacGruder Barnewall*



In 1995, the initial proposal for high-speed rail was made to the federal government. As can be seen in a letter to President William Jefferson Clinton, Vice president Albert Gore, Jr., and Secretary of the Treasury Robert Rubin, Ambassador Lee Wanta was still awaiting positive action from the government on April 2, 1999.

POTUS-202 - AMERICANS\_WANTA BE FREE - CHAPTER 15 - 2013

## Parkhead Financial, Inc.

133 East Laurel Street  
Scottsboro, Alabama, USA 35768  
SatFax : 715 552 3511  
SatCom : 715 552 3506

URGENT RESPONSE APPRECIATED

The Second Day of April, 1999

The Honorable, William Jefferson Clinton  
Office of the U. S. President  
The White House / West Wing  
1600 Pennsylvania Avenue, N. W. 20500.0001  
Telefax : 202 456 1907

The Honorable, Albert Gore, Jr.  
Office of the Vice President  
The White House / West Wing  
1600 Pennsylvania Avenue, N. W. 20501.0001  
Telefax : 615 736 7898

The Honorable, Robert E Rubin  
Office of the Secretary  
United States Department of the Treasury  
Washington, DC, USA 20501.0001  
Telefax : 202 622 0073

In the matter of : **Alabama Toll Facilities, Inc., Letters**  
**dated 21 March 1999 and 29 March 1999**

Dear Gentlepersons :

Has we await Secretary Rubin's authorized reactivation of the  
[REDACTED] Trust Account with Bank of New York - London, UK  
in order to fund certain Multi-state Projects/Programmes, noted  
as-

Page 1 of 2

VSR

3/

The Company

Alabama Toll Facilities, Inc. (ATFI) is an Alabama Non-Profit Corporation formed in May, 1993 to comply with Section 501 (c) (3) of the Internal Revenue Code, for the purpose of developing the Huntsville to Alabama Gulf Coast Toll Road. The situation is now being negotiated with the State of Alabama to include the East - West Tollway Corridor, as well as the connection to the Georgia Tollway System, and the recommended Tennessee Bridge will be located at the old Bridgeport, Tennessee Ferry Operations.

The USA telephone number of [REDACTED]

The Memphis Service Center of the Internal Revenue Service has issued the following Parkhead Financial, Inc. Employer Identification Number : 63 - 1222326.

Please find enclosed the SPECIMEN copy of the Alabama Toll Road Revenue Bonds, Series 1998 for your perusal.

Thank you, for your Personal Interest in this American Project.

Warmest personal regards,

Parkhead Financial, Inc.

By: Lee E. Wanta, DPP # 04362  
Lee E Wanta, President and Chief Executive Officer

cc: [REDACTED]  
Marvelous Investments Limited (USA)

Enclosures : 2

LEW:xx/end

Page 2 of 2

As you can tell from the letter, negotiations and plans for the Alabama Toll Facilities were pretty well down the road to completion. This letter was written in 1999, while Leo Emil Wanta was still incarcerated in North Fork Prison in Sayre, OK. He, along with business associates and friends, had created an independent company, Parkhead Financial, Inc., and a Board of Directors for that company. I have been in touch with some of the members of that Board and the statements made to President Clinton, Vice President Gore and Treasury Secretary Rubin have

4/

been verified by those individuals.

Things were obviously moving along in preparation to build the Alabama Toll Facility... specimen copies of Alabama Toll Road Revenue Bonds, Series 1998, were enclosed with the above letter and the Memphis Service Center of the Internal Revenue Service had issued an Employer Identification Number of 63-1222326.

The AmeriRail/Wanta plan has always focused on the following:

1. Within 60 Days: 100,000 New Career Employees;
2. Within 120 Days: 300,000 New Career Employees;
3. Within 180 Days: 600,000 New Career Employees;
4. Within 270 Days: 200,000 New Career Employees;
5. Within 365 Days: 300,000 New Career Employees;
6. Within 18 Months: 500,000 New Career Employees.

Total Count: Two Million (2,000,000) new career employees for at least five (5) years.

As an added bonus:

- New and immediate state and federal tax revenues;
- Three (3) new electrical facilities; West Coast, Midwest, and East Coast Zones;
- Domestic emergency evacuation road and rail corridors adjacent to all inter-connected HSR transportation corridors adjacent to all inter-connected HSR transportation corridors – as proposed in writing to the Office of the President and acknowledged by the Clinton-Gore-Rubin Administration since 1995, referencing the Wanta Alabama Tollway – Rail Construction System – Florida, Georgia, Tennessee-Texas-Redstone Arsenal corridors, among other vital proposed transportation and National Security/Department of Defense System Links.

What this proves is that even when he was in prison, Leo Wanta knew the importance of a high-speed rail program for America and was thinking of the best way to provide the best possible system for us. The Alabama plan was to develop the project to serve as a primary North-South transportation corridor and to include an East-West corridor once it was approved by the Alabama State Senate. The project included a fiber-optic communication trunk line, a freshwater supply line, motels, restaurants, convenience stores, and truck stops. The contract developer was Marvelous Investments Limited... a company also totally owned by Leo Emil Wanta.

The Bonds were an authorized issue, limited in the aggregate principal amount of up to Two Billion Five Hundred million U.S. dollars. They were issued for the purpose of acquiring property, designing, developing, constructing and paying necessary expenses for the project. As Wanta points out in a letter to Treasury Secretary Robert Rubin [linked here \\_\\_\\_\\_\\_](#), "The Bonds are further subject to such terms and conditions as described in House Joint Resolution No. 459, adopted by the Senate and the House of Representatives of the Legislature of the State of Alabama on May 10, 1993.

Note the date: May 10, 1993... almost exactly two months prior to Wanta's arrest in Lausanne, Switzerland.

In a July 5, 2009 letter to Vice President Joseph Biden, Ambassador Lee Emil Wanta once again reiterated to the Obama Administration the benefits of a national high-speed rail system. There were numerous other communiqués from the Ambassador to the administration... and with other administrations.

5

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The Principality of Snake Hill

Ambassador Lee Emil Wanta  
Chairman, Central Bank  
Principality of Snake Hill  
principality\_snake\_hill@live.com  
202 379 2904 ext 001

July 5, 2009

Telefax/Courier

Vice President, Joseph R. Biden  
1600 Pennsylvania Avenue, N.W.  
Washington, DC 20501\_0001

Dear Mr. Vice President:

Your words to George Stephanopoulos on ABC's This Week resonated with the American populace. It was an excellent follow-up to the celebratory airtime generated by Our Nation's Birth on the 4<sup>th</sup> of July.

It was particularly gratifying to hear you speak of the importance to the economy of High Speed Rail, and updated electrical grids. As you know, that topic is near and dear to the heart of any engineer... myself included. And, you are absolutely right, Mr. Vice President. High Speed Rail and the new electric grids will have an immediate and positive impact on America's economic problems, and national recovery.

As President Obama, yourself, and your Administration recognize, unemployment is a key issue - but ecological impact and state tax revenue issues are also key. Both of these items will feed the positive result of the construction process of High Speed Rail and electrical grids. Thus, it must be carefully planned and executed with expertise gained only from experience.

It is time to turn your words of Hope into reality, and I look forward to working with you and President Obama to do just that. As part of your economic recovery team, we will make it a priority to provide you with vital information about the progress of High Speed Rail construction, and electrical grids. You can also count on us to provide data on the ways in which the construction helps solve the problems on which your Administration is so diligently working... e.g., increased taxes paid into local and state treasuries, etc. Hopefully, our participation will help you keep the people informed about the progress you make in providing solutions to inherited problems.

Thank you for recognizing the importance of High Speed Rail and electrical grids to our economic recovery.

Sincerely,  
  
Ambassador Lee Emil Wanta

1/1

Baulkham Hills, NSW 2153 Australia

There is little doubt that Wanta was planning to build a national high-speed rail system for America prior to his imprisonment and the phony charges filed against him by the State of Wisconsin's Department of Revenue.

There is also little doubt Wanta's funds will eventually be returned to him. Why is there little doubt? Can't "they" keep playing the same games they've been playing forever and a day? No. They cannot. Though there is the possibility that the crooks who took the funds in the first

place may become emboldened by the lack of lawful punishment involving their dastardly deeds and they may, indeed, decide to just steal Wanta's money. But, you see, they wouldn't just be stealing it from him. They would be stealing it from American taxpayers. If Wanta was the only one who would take a loss from their theft, "they" would be far bolder. Stealing from taxpayers, however, is an art they have refined so well that their thefts are difficult to identify and even more difficult to prosecute.

Bear in mind, when Wanta gets his funds, he pays \$1.575 trillion in federal income taxes to the United States Treasury. If his funds are just out-and-out stolen, those who steal it are not just stealing \$4.5 trillion from him. They are stealing \$1.575 trillion from American taxpayers who will not have those funds made available to Treasury to pay American debt. That kind of theft offers no avenues of finesse or of hiding – especially since the Peoples Bank of China can clearly prove that it wire-transferred money directly into the account of AmeriTrust Group and Lee Emil Wanta.

With the publication of this book, the public is now aware of the funds and hiding theft of this proportion, even if Wanta should die before the funds are paid, would be all but impossible to hide. Such a theft that has been so clearly and publicly stated would hardly represent a "difficult to prosecute" case.

Further, "they" will hasten the bankruptcy of the nation by refusing to return to Lee Wanta the \$4.5 trillion that belongs to him... only to him. There is a difference between their personal financial well-being (and most of "them" have disgustingly large dollar amounts of money "they" have been able to finagle from frauds perpetrated by Wall Street to Ponzi schemes at central banks all over the world). That wealth, they feel certain, is secure. Though it is well hidden in offshore banks around the world, much of it has been tracked by Wanta's access to Promis software... could that be part of the barrage of information by satellite that will be sent to the appropriate people if anything unexpected happens to Lee Wanta? Quite possibly.

Though "they" have certainly been hesitant to accept the fact that their financial corruption is causing the death of the goose that lays the golden eggs "they" so enjoy, "they" do realize that a bankrupt America could negatively impact their ability to spend the fortunes they acquired at the expense of America's working classes. Large numbers of people internationally are now aware of the Wanta-Reagan-Mitterrand Protocols and the funds designated to so many European and other nations that are currently in a world of economic pain.

My first high-speed rail article appeared in [NewsWithViews](#) on June 28, 2009. I wrote about the importance of private investors building it... we don't need another industry taken over by government. They already own banks, insurance companies, the auto industry, healthcare – and we await the second shoe to fall on cap and trade. Since government owns the interstate highway system, owning HSR connects all the transportation system dots. With high-speed rail in its pocket, government can easily manipulate airlines... and movement... the movement of citizens.

High-speed rail, you see, is tied to Agenda 21/sustainable development objectives designed to get citizens off of the land in rural America and, as C.J. Williams so cleverly called it, "stack 'em and pack 'em" in apartments in large metropolitan areas where they can ride rapid transit to work – or, a bicycle... or, they can walk. Is that the reason for the Obama Administration's pushing to what they call "high-speed rail," but which, by Obama's and Biden's own definition of what they intend to provide is nothing more than rapid transit? It is rapid transit that will be used to "pack 'em and stack 'em." High-speed rail achieves the precise opposite. It makes possible the movement of people from rural America where they live to highly-populated areas where they work.

On February 3, 2010, I wrote another [high-speed rail article](#). In that article, I said: "To make what I'm saying very clear, the Obama Administration is lying – intentionally or otherwise –



to the American people.” In October of 2009, I wrote an article

<http://www.canadafreepress.com/index.php/article/16214> for the Canada Free Press that said:

“HSR can, properly implemented, stimulate several industries. Steel for rails is needed. A new electrical grid is needed. Stations and depots must be built. Since American industry knows nothing about building high-speed rail cars, one of the world’s HSR rail car experts needs to be enticed into opening a plant here, to hire and train American workers.

“Following is a list of things that need immediate attention if high-speed rail is to become a reality. It was created by a private company that has been offering since 1995 to build America’s high-speed rail system with zero tax dollars. I know it’s unfamiliar territory for bureaucrats, but “private capital” translates to “zero tax dollars” – which is about what the government currently has in its coffers.

- “1. Right of Way and Roadbed planning and construction;
- “2. Roadbed equipment and engineering; with vehicular traffic tunnels;
- “3. Hi-Speed Train engines and passenger railcars,
- “4. Civil engineering studies and FDA/USArmy approvals/modifications;
- “5. Real Estate and Land procurement;
- “6. Electrical Power Stations;
  - “a. Westinghouse
  - “b. General Electric
  - “c. Other alternatives
- “7. Hotel, Depot and Maintenance Facilities: design and construction;
- “8. Rail Track Assembly Plants (20 buildings, minimum);
- “9. Electrical Power Stations/Plants (Non-nuclear/Nuclear);
- “10. Human resources;
- “11. Vehicle procurement;
- “12. Metal Tower fabrication and wiring;
- “13. Overall safety and security programs;
- “14. Underground electrical, water, gas piping between corridors;
- “15. Parallel two way emergency and evacuation vehicle roadways;
- “16. Food Management Services;
- “17. Emergency Health and Safety Services”

The above list is taken directly from the AmeriTrust/Wanta high-speed rail plan which government has had in its greedy little hands since the mid 1990s.

We must all carefully ask ourselves why government is so determined to maintain control over a program for which it has no expertise or understanding. There are the usual scam motives... there were rumors all over Colorado in 2010 about President Obama’s representative who came here to discuss the (at that time planned) high-speed rail line from Denver International Airport to Vail. His biggest concern? Making sure that a percentage of all car rentals went into the personal coffers of certain political personages. Corruption is the natural result of power abuse.

The structure of the three forms of rail service – high-speed, rapid rail, and rapid transit – need to be coordinated within each state. Each state needs to maintain control of the rapid rail systems used to move people from the high-speed rail drop-off points. Each county seat/city needs to be responsible for the rapid transit plans used to whisk passengers to their final destination, close to home and hearth. Each state has its own set of property rights laws; each has its own set of transportation rules. Often, there is conflict between cities and states in their view of regulatory controls of property and transportation. What is required in a major population center has no application in small towns. Thus, the best way to make sure the needs and wants of the people are best served is to give the state responsibility for providing rapid rail trains and cities get the responsibility for providing rapid transit trains. When the federal government faces these kinds of conflicts, they mow right over everyone and, like emperors and empresses, dictate what will be done and how – which is a big reason government rarely succeeds in such endeavors.

Here’s how it works. The job of the high-speed rail system is to get you as close as

8/



possible to the city of your destination and, wherever possible, get another person who lives in another major population area in the opposite direction of where you live as close as possible to his/her destination, too.

St. Louis and Chicago (or Chicago and Milwaukee) are good examples. If high-speed rail gets a passenger half of the distance between Chicago and St. Louis, it becomes the state's responsibility to move passengers to either Chicago or St. Louis... both would arrive on the same high-speed rail train. Missouri would provide transportation for the passenger going to St. Louis, Illinois for the passenger going to Chicago. HSR brings you to your destination at 222 miles per hour. The state's rapid transit, managed by each state, would take you the rest of the way to Chicago or St. Louis at about 100 mph. Local transit's job, managed by each city, is to take you as close to home as possible.

Doesn't this create a nightmare of scheduling? If there were 25 high-speed rail trains each day, it possibly could. But there aren't 25 high-speed rail trains each day going to the Chicago/St. Louis locale. Because the volume of trains scheduled each day is reasonable and very predictable, so too is the ability to provide rapid rail trains that meet each high-speed rail train. Those cities with rapid transit programs already in place probably would not have to change their schedules to accommodate high-speed rail passengers.

Lee Wanta explained this three-tiered approach to governors and governors-elect in a letter he wrote to them in 2011.

10 November, 2010

Dear Governor and/or Governor-Elect,  
National Governor's Association, et al ....

The many thoughtful comments made by Governors and Governors-elect recently about High Speed Rail [HSR] Programs are appreciated. It is always a pleasure to discuss innovation and progress with people of foresight and logic. The fact that so many Governors and Governors-elect around the United States are coming to the realization that the promises of an American High Speed Rail System can be best done nationally utilizing private, not government, funds is heartening.

Perhaps the reason the Obama - Biden Administration approached the implementation of High Speed Rail – promising HSR (150-230 mph) when, in reality, they planned to build rapid transit rail (100-150 mph) – is because the Federal Government knows each State needs to solve transportation problems that high-speed rail doesn't solve. What the federal government failed to see is that local rapid transit systems need to be owned and controlled by State Government, not the Federal Government. Too, HSR systems are more costly and need to be privately funded with no taxpayer grants or subsidies – particularly at this moment in America's economic history.

There is no doubt in my mind that each State Government needs to implement a rapid transit system that is coordinated into the AmeriRail High Speed Rail Transportation Program. Upon the Economic Receipt of my personal/repatriation funds, I am willing to enter into a planning process with each State Governor through whose State AmeriRail travels to discuss temporarily providing funds to build a rapid transit system designed to solve your most pressing transportation problems.

It is clear that the Economic Recovery/Crisis is creating financial difficulties that make it impossible for State Governments to do much more than provide basic necessities to the American Populace. I believe State Legislatures across the country need to better define "necessary" and become more prudent in their spending. I also believe the jobs that can be created by building both HSR and rapid transit systems at the same time will solve much of the economic instability. People are not going to borrow and spend until they feel confident about jobs, salaries and full employee benefits. Before the jobs and housing situations can be solved, lost confidence in government must be restored.



The suggestions for what needs to be done in your State must come from you. You know your State and its needs. What we are probably talking about is a loan to your State from AmeriRail

[upon my personal Economic Receipt] for limited rapid rail links/attachments to the AmeriRail system. We are also talking about all proceeds from the rapid rail system being used to repay any loan made by AmeriRail for rapid transit ... and we are talking about AmeriRail maintaining control of cost factors involving rapid transit until any loans for the system are repaid. Beyond cost factors, the State would be in control of managing the system until repayment is completed.

My objective with the funds being unlawfully withheld from me since May of 2006 has always been to do what best serves the needs of America. As the Federal Government has become more and more bloated and unable to implement meaningful Economic Recovery, it has become clear to me that problems will need to be solved with sovereign states, not a bureaucracy run amok.

If you are interested in discussing these and other creative ideas with me, I will expect to hear from you.

Sincerely,

(/s/Signed)

Lee E Wanta

High-speed rail has far more implications than the national system Ambassador Wanta wants to provide. The international ramifications are issues of substance, too.

Though I have never traveled on a high-speed (or bullet) train, I had heard of "bullet trains" in Japan and Europe before I became acquainted with Lee Wanta. His enthusiasm for this project grabbed my imagination as we discussed at length why it is important and what results he expects from the program.

Lee convinced me that it's not a "should do" thing – it's a MUST DO. For one thing, HSR will increase employment. His plan provides two million good, long-term career opportunities with full benefits to employees. Unemployment will drop dramatically and economic recovery will stabilize nationally – and very quickly. I should probably qualify that and say "if it's done properly and is a national project rather than an Obama Administration 85-mile route from Orlando to Tampa in Florida," economic recovery will stabilize nationally. More about the government boondoggle involving high-speed rail later. For the moment, let's just look at the economic, political and social advantages to such a program.

Building a high-speed rail system will cause Local, State and Federal tax revenues to stop their drop into oblivion. Is there a city or town that didn't think the gravy train would go on forever – and are suffering mightily from their over-spending and lack of saving for economic downturns? How many cities in California alone have gone bankrupt? How many municipal bonds are at risk as I write this? Far more than you're hearing about is the answer to that question.

The rest of the world is passing America by in the world of transportation. This isn't about winning a competition, it's about increasing our capacity to produce and compete with other nations to sell American goods effectively. Japan implemented its first HSR train in the mid-1960s. On any given day in France, more than 450 high-speed rail trains are running. In France, they are known as TGV (Train a Grande Vitesse). French HSR offers about 150 destinations and the trains travel at 200 miles per hour. The TGV Atlantique carries over 40,000 passengers each day.

Amtrak is the National Railroad Passenger Corporation and it is 40 years old. It is government owned and controlled. It is Union operated and employs more than 20,000 workers

10

and its CEO is appointed by the President of the United States... a political appointment. The Amtrak budget is allocated by Congress (and it is thus dependent upon its friendly relations with Congress – keeping elected officials happy – for its existence).

Does this sound like the best possible expertise source to build a new, high-tech rail project? Amtrak can't even run its own company in a business-like manner. In fiscal year 2010, Amtrak earned \$2.51 billion and expensed \$3.74 billion... a net \$1.2 billion loss. The Amtrak system is antiquated, bloated and inefficient and its total cost to taxpayers for its 40 years of service is \$50 billion. Does Amtrak provide quality service on its existing train service? Not according to the people I know who have taken the train in the past two years. My niece rode Amtrak (at my recommendation... shudder) from Chicago to Denver two years ago and swore she would never ride another train. One of the men who supported the creation of Amtrak and is the founder of the National Association of Railroad Passengers has offered a negative opinion of Amtrak.

Yet, Amtrak is the expertise source selected by the Obama Administration for high-speed rail. America needs a good train system, but it doesn't need the outdated Amtrak routing system that forces people in the West who see only one train a day to pay for the numerous trains per day to carry New York workers home to Connecticut each night and back to NYC the next morning. America doesn't need Amtrak's poor service or its impoverishing operating expenses caused by poor management.

On August 30, 2010, the *Chicago Tribune* published an article about HSR. It quoted Illinois State Senator Martin Sandoval, D-Chicago, who is Chairman of the Illinois Senate Transportation Committee. He said about the Administration's promise of 110 mph rapid transit trains: "Bullet trains routinely operate at 150 to 220 mph. It's the performance level Illinois should be shooting for."

In other words, government is willing to lie to taxpayers to get the immediate gratification of votes in its favor, tell the people they are going to build high-speed rail when the train speeds they quote make it clear the government is building rapid transit, not the more expensive high-speed rail – just charging what it would cost to build high-speed rail but providing less expensive rapid transit instead. They tax those who never expected to be taxed (as well as their children and grandchildren) to get funds that go far beyond the amount of money required to build rapid transit and the money goes... where?

In his *Chicago Tribune* article, Sandoval pointed out that Amtrak has "minimal expertise" with HSR but they don't see a problem "at topping out at only 110 mph." Of course they don't! As the Tribune article points out, billions of dollars injected into Midwest rail service means saving a lot of Amtrak jobs. But that rail service is rapid transit or rapid rail, not HSR. Amtrak's Acela Express that operates between Boston and Washington, D.C. gets up to 150 mph on small portions of that route... but that is rapid rail, not HSR. Tribune article here <http://hsr-marilyn.blogspot.com/2010/08/chicago-tribune-on-high-speed-rail.html> .

The day after the *Chicago Tribune* article, Mark Belling, a guest host on Rush Limbaugh, did a ten minute monologue about high-speed rail and pork-barrel spending. Here's what Belling said on the Limbaugh show, August 31, 2010:

"In my own state of Wisconsin, Obama is pushing a high-speed rail line between the cities of Milwaukee and Madison. They're only 75 miles apart. When traffic is terrible it's only a 90 minute drive... when it's terrible. It's usually a little bit less than that. It's an annoying drive, but it's do-able. He wants to put a high-speed bullet train there – a train that will go 115 miles per hour and maybe you'll be able to complete the trip in an hour.

"The cost for this line – which is a little over 80 miles – is \$810 million, paid for by the federal government. The leading Republican candidate for Governor in my state, Scott Walker, is running television ads saying he'll kill the train if you elect him. Those ads are resonating across

11

Wisconsin. He's saying, 'If you elect me, I'll kill this pork they're trying to give us' – and he sees it as a winning political issue."

An important note: Walker was elected to the Governorship of Wisconsin. His anti-waste, anti-government boondoggle with regard to high-speed rail did, indeed, resonate with voters.

*Think about what Walker is saying. If government does high-speed rail, your state budget will have fewer dollars for busses and highways.*

In China, they have opened more than 42 high-speed rail lines. China has the world's biggest train network, with 56,000 miles (91,000 kilometers) of passenger rail. Even with so much traditional and high-speed rail access, trains are overloaded with passengers and cargo.

Chinese rail technology dominates that nation's foreign diplomacy, extending the country's regional influence as well as addressing its growing energy demands. During this same time, Transportation Secretary Ray LaHood has played Tinker Toys with Amtrak, thinking that he can hornswoggle the American people into accepting the equivalent of Amtrak's Acela line as "high-speed rail" – *which it is not*. The U.S. Government appears to want to charge American taxpayers for the larger costs of high-speed rail, but provide instead the same failed system that keeps Amtrak in the red by a billion plus dollars every year.

Chinese high-speed trains travel at more than 200 miles per hour; Amtrak's Acela averages 70 miles per hour... it's capable of going 150 mph, but rarely achieves it. China, however, has made high-speed rail a major part of its planned growth, its export capacity, its expansion of technology capacity. It hasn't been an "all sweetness and light" experience for the Chinese, but they have pursued high-speed rail as a primary objective and, like a good bull dog, don't let go once the decision to bite has been made.

For example, in August 2011, a recall of 54 trains by a bullet train manufacturer was made. On July 23, 2011, two Chinese HSR trains were traveling on the same rail line and collided. Both derailed and 40 people were killed. Close to 200 people were injured. It was the first fatal HSR crash in China and the second in its number of deaths and injuries in HSR history. High speed, however, was not a factor in the Chinese crash as both trains were moving at about 60 miles per hour at the time of the accident. It was a track signaling problem caused by faulty equipment – built too hastily in the government's drive to increase the competitive factors involving its high-speed rail program.

What this particular accident brought to the attention of investigating authorities was the high level of corruption and fraud being perpetrated by high-ranking bureaucrats responsible for the Chinese HSR program. Government auditors found that China's widely-hyped public works project practically demanded "middlemen" would get cuts of between one and six percent. "If a project is four and a half billion, the middlemen are taking home two hundred million," one Chinese official noted.

Beijing launched an overhaul of the multibillion-dollar high-speed network after the July crash prompted by an avalanche of public complaints about the human cost of rapid, government-driven development. I admire China tremendously for what it has achieved. Americans live in a very different political climate than the Chinese... well, perhaps not so different these socialist days, but different still. Here, with government as the builder of high-speed rail, you have power that can force certain behaviors to occur. Whenever there is a political motive behind competitive innovation, there will be power abuse and problems of this kind result. That is the biggest reason our high-speed rail program needs to be implemented by private investors.

One of the most popular ways to bilk the system in China (anywhere, actually) was illegal subcontracting wherein a single contract could be divided, sold for kickbacks, then re-sold again and again all the way down the entire labor line. In November 2011, a high-speed railway bridge

12

was being built using unskilled migrant workers who were substituting crushed stones for cement in the foundation.

The use of high-quality fly ash when mixed with cement and gravel provides HSR tracks with a concrete base that will last 100 years. A study done by the First Survey and Design Institute of China Railways in 2008 projected that Chinese coal-fired power plants could produce enough of this high-quality fly ash to construct 100 kilometers of HSR tracks a year. As the statistics above indicate, far more than 100 kilometers of tracks have been laid in the past five years – about 2,000 per year, in fact. The longest high-speed rail line in the world – between Beijing and Shanghai – requires 4,500 kilometers of track. According to a *New Yorker* article, that is more fly ash than is produced by all of the coal-fired power plants in the world.

It's interesting to ponder what kind of a problem this might indicate for China's long-term high-speed rail safety. Could it become an issue? It could. But if rumor is worth anything, the government is quickly and quietly replacing the inferior cement laid and has concurrently slowed their bullet trains down until that task is accomplished.

On the international side, the Sino-Myanmar railway is an ambitious railway project that expands China's links to the world outside. As the Great Wall once hid the Chinese Empire from the rest of the world, China's high-speed rail program is being used to expand its world contacts. In addition to Sino-Myanmar, there are three additional networks on the drawing board, each heading in a different direction for the others: Southeast Asia, Central Asia, and Russia.

While President Obama was dicker around with "shovel ready projects" for his Union constituents, the Chinese more than doubled spending on high-speed rail. Their target? To lay 10,000 miles of track by 2020. According to the *New Yorker*, "China prepared to export its railway technology to Iran, Venezuela, and Turkey. It charted a freight line through the mountains of Colombia that would challenge the Panama Canal, and it signed on to build the 'pilgrim express,' carrying the faithful between Medina and Mecca."

I mention the international high-speed rail stories with emphasis on what is happening in China to make readers aware of the importance of the high-speed rail system Ambassador Lee Emil Wanta wants to build in America. It is not "keeping up with the Jones's" thinking. It is getting America on par with the transportation progress of the rest of the world which is giving the high-speed leader, China, huge advantages regarding trade and technology... most of which will be built by Chinese workers in China if we do not get our act together.

On the home front, the *New Yorker* also points out that a month after President Obama mentioned high-speed rail in the January 2011 State of the Union message, Governor Rick Scott of Florida rejected the 85-mile non-high-speed rail train (the *New Yorker* referred to it a high-speed but it is not and was not) by rejecting federal funds. Interestingly, this magazine which has provided some of the best information about high-speed rail cannot get over its liberal leanings to tell people the truth about the Obama high-speed rail boondoggle. Governor Scott was absolutely right to reject federal funds for the project offered. Who wants to pay high-speed rail rates to get a rapid transit result?

In September 2010, I wrote a letter about the high-speed rail boondoggle to every sitting Governor who will remain in office after the 2010 elections. And, I wrote to all Republican candidates running for governorships in all other states. I quoted the Tribune article (see below) and provided extensive research data to them. The Governors have the information... and the letters got response. View letter to Governor Kasich here <http://hsr-marilyn.blogspot.com/2013/02/dear-congressman-now-governor-kasich.html> .

Governor John Kasich rejected rail funds from the Department of Transportation. While researching the names of gubernatorial candidates, I found that Ohio has been offered \$400 million of our federal tax dollars for a train from Cincinnati to Cleveland via Columbus. One of John Kasich's supporters during his successful bid for the Governorship of Ohio sent me a 1935

13

train schedule proving the old steam engine in use in 1935 to make the trip required just over five hours. The Democrat plan was to give Ohio a train that traveled 39 mph and takes more than six hours to make the trip. It's a four-hour drive.

You and I would have paid for the \$400 million boondoggle, but Ohio taxpayers will have to eat \$17 million in red ink annually for years to come. No wonder Wisconsin's gubernatorial candidate, Rick Walker, also rejected federal offers of money for high-speed rail in his state.

Almost immediately after his election, Governor Chris Christie called a halt to a high-speed rail tunnel being built under the Hudson River. Contractors have tried to rejuvenate the project as late as July 2012, but it still remains unfounded and unapproved. <http://hsr-marilyn.blogspot.com/2013/02/dear-governor-christie.html> .

A story out of California provides the perfect example of why government should not be involved in the competitive marketplace. They should not be in the business of building cars, either... or running banks.

Hanford, California is about three miles away from a bird sanctuary. A guy named Mike owns a dairy in Hanford and became upset that California's high-speed rail routes would split his land apart. He owns about 7,000 head of cattle on his thousand acre farm.

The early California high-speed rail plans offered two alternatives for the rails. Both routes took the train through the Tulare Lake Bed which is a wetlands-like region attracting about 200 species of birds, including waterfowl, gulls and shorebirds. This route is a 1,300 acre region maintained by the Kaweah Delta Water Conservation District, the Corcoran Irrigation District and the Central Valley Flood Protection Board. This area provides a habitat for the birds.

Anyone who is into the Gang Green philosophy of birds and their habitats being more important to the world than human property rights knows how that story ended. The conservation district learned of the high-speed rail route and told the rail authority that the area used by thousands of birds would be negatively impacted.

Another Hanford resident whose property is in the path of the revised high-speed rail planned route asks the best possible question: "You're saying that the species that are protected in that preserve are more important than us? And our property line can't be sidestepped for us, but can for certain species that are deemed worthy but we're not?" Her name is Anne.

Anyone familiar with California politics knows that liberals rule... which is why California is in worse financial shape than the other 49 United States of America. And, liberals love the idea that they can screw taxpayers while saving birds. The rail authority believes it has a thorough environmental review process and must follow strict state and federal requirements.

So one reason you do not want government involved in the process of building high-speed rail is that average people will sacrifice to the maximum and bird conservancies will not. Government will do what is expedient for government and will strive to gain the highest number of votes at the cost of a few disgruntled voters.

I support high-speed rail (HSR) – properly done. That means a national system built by private investors, not rapid transit or some other excuse for rail service built here and there by a power-hungry federal government buying votes.

On September 13, 2010, a story from Reuters Shanghai announced "California will seek China's help in financing its high-speed rail system and welcomes bids from Chinese firms to help build it," Governor Arnold Schwarzenegger said on Monday."

If you're jobless, you might want to focus on Governor Schwarzenegger's comments: "We look to China to build our high speed rail..." Schwarzenegger told a gathering of U.S. businesses in Shanghai." In case you didn't get that, he said "We look to China to BUILD..." not finance, build. Now that will create a lot of American jobs, won't it?

People talk about the cost of high-speed rail, but it is tens of billions less costly than the

alternatives – expanding highways and airports to accommodate population growth. And, the environmental advantages that come with HSR are phenomenal – far better than jets, buses and cars. People who think it's costly to build a high-speed rail train need to check with Boeing to find out the cost of building planes (that carry far fewer people) for the airline industry. Of course, the government doesn't own the airlines – yet.

### WHAT IS THE WANTA HIGH-SPEED RAIL PLAN?

- A. High-speed rail trains exceed 150 m.p.h. (China's newest trains average 222 m.p.h.)
- B. Rapid rail trains average between 75/100 to 150 m.p.h.
- C. Traditional Rai/Rapid Transit – or, Amtrak – travels from zero to 75/100 m.p.h.

It's important for you to know this because if you don't, when Barack Obama or Joe Biden say "high-speed rail" but provide an 85- or 90-mile train route which, in reality, is "rapid rail," no one will understand they are being had – that Joe and Barack really aren't talking about high-speed rail. They say they'll build high-speed rail – which is more costly so they need more money – but instead plan to build less-costly rapid rail. They're promising one thing and doing another. Rapid rail – the Obama/Biden plan – does nothing to make America more competitive with rail systems in China, Japan, France and Germany.

The newest HSR trains don't rely on locomotives pulling or pushing them. Power is distributed through the rails... it's clean energy. Again, a total difference between rapid transit and traditional rail.

In addition to track beds and rails and fences and signals and new train depots that need to be built, Lee Wanta realizes that he needs to provide a new electrical grid – a system with substations (nuclear/non-nuclear). Can the government afford that? I don't think so! That's why it requires a private investor who is experienced in the field and knows what he's doing. If Obama and Biden can't even define high-speed rail properly, how in the world can we expect them to build it?

That's why so many new jobs will be created if high-speed rail is constructed nationally. You don't get those jobs by building an 85-mile long rapid transit route in Florida and calling it high-speed rail.

Two million new jobs sounds like a lot, but in China, 110,000 jobs were created for one 820-mile high-speed rail route from Shanghai to Beijing. Another plan, created by the State of Florida (not by Joe Biden or Barack Obama or Amtrak or the federal government) for its high-speed rail system, created 40,000 new jobs for that State, alone. Multiply that by 50. The jobs are in construction, manufacturing, operations, maintenance, etc. The AmeriRail plans call for coast-to-coast construction, East/West and North/South.

At peak times, more than 1,000 people leave Paris every 30 minutes for Lyon – and those trains are full. Why? Because for every 621,000 miles HSR trains travel, there are only FIVE MINUTES of delays. Those statistics came from the French.

In the almost 50 year history of high-speed rail, not a single death occurred until an accident in Germany, then the accident mentioned above in China. The technology is so great and the precautions taken are specifically defined. For example, if a train gets close to another train ahead of it, it slows down automatically – or it shuts down altogether if it gets too close.

(That was the Chinese technology that failed – but has been corrected.)

The airlines are poorly run and, as a result, are in financial trouble. Add a bad economy to that scenario and you find airfare costs high and fees for putting a suitcase on the plane with you exploding. Airline lobbyists must be fighting hard against high-speed rail because it will cut into their already hurting cash flow. Experience around the world proves that consumers choose high-speed rail, not airplanes, for trips of three-hours, or less. There go the flights between Chicago/Cincinnati/St. Louis/Minneapolis and between Denver/Salt Lake City/Phoenix, etc. Actually, high-

15

speed rail would allow the airlines to go back to what they were intended to do: Carry passengers on long flights and stop socking it to people who need to only travel short distances but must pay an arm and a leg for a 300 or 400 mile trip.

Too, the Federal Rail Administration just doesn't have a clue when it comes to high-speed rail. In my *Canada Free Press* article, I refer to the terrible "Business Plan" created for high-speed rail by that agency. I mention that the Secretary of Transportation, Ray LaHood, focused on safety to a point that makes it impossible to build an American high-speed rail system. In a June 2009 *New York Times* article, those affiliated with European high speed rail are quoted as saying: "The FRA has largely focused on requiring trains to demonstrate crash worthiness, whereas in Europe and Asia the emphasis is on avoiding crashes."

And, bottom line, that's why private investors who know what they're doing need to build high-speed rail: They know what they're doing.

16





AMERICANS\_WANTA BE FREE\_CHAPTER FIFTEEN\_CLOSING STATEMENT\_circa 2013

Sunday, February 3, 2013 9:22 AM

**From:** "Ambassador Lee Emil Wanta" <somam@prodigy.net>  
**To:** "POTUS\_President Barack Obama" <scheduling@who.eop.gov>, "POTUS\_Office of the President" <info@barackobama.com>, "Barack H. ObamaThe Honorable" <president@messages.whitehouse.gov>, "OVP\_Vice President Joe Biden" <scheduling@ovp.eop.gov>, "OVP\_Chief of Staff Bruce Reed" <vice.president@whitehouse.gov>, "Chief Justice\_John G Roberts" <jroberts@supremecourt.gov>, "Attorney General Eric Holder" <askdoj@usdoj.gov>, "WH\_Press Secy\_Jay Carney" <president@whitehouse.gov>, "Deputy Campaign Manager Stephanie Cutter" <stephanie@stephaniecutter.com>, "Stephanie Cutter" <stephcutter@gmail.com>, "US President Al Gore" <info@carthagegroup.com>, "US President Al Gore" <press@carthagegroup.com>, "Governor Scott Walker" <govgeneral@wisconsin.gov>, "WI\_Governor Scott Walker" <Governor@wisconsin.gov>, "Lt Gov Rebecca Kleefisch" <jeannet@rebeccaforreal.com>, "WI Attorney General J B Van Hollen" <newsletter@vanhollenforag.com>

The Principality of Snake Hill  
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H. E., Ambassador Lee E Wanta

Websites -  
<http://www.snakehillprincipality.webs.com/>  
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This book is a biography about an American Patriot... Leo/Lee Emil Wanta. It has been difficult to keep other topics from the text because Wanta's objectives are involved with so many things. It would be irresponsible, however, not to mention the importance of state banks in relationship to making a high-speed rail system possible. What do the two have in common?

Two documents are being made available to you about state banks. You need to know what they are before you will understand the topic about to be discussed. Go here <http://hsr-marilyn.blogspot.com/2013/02/introducing-state-banks.html> and here <http://hsr-marilyn.blogspot.com/2013/02/expert-testimony-on-state-banks.html>.

What does state banking have to do with Ambassador Lee Emil Wanta's plan to build a high-speed rail system for his nation?

Go back to Wanta's letter to Governors and Governors-elect. In it, he describes a three-tiered program. AmeriRail provides the national high-speed rail system. States provide rapid rail... to get passengers from a site halfway between two major cities to the center of either city. Cities then provide rapid transit to get passengers close to home.

17

There are no states (other than, perhaps, North Dakota because of its booming economy which largely results from North Dakota having the only state-owned banking system in America) that have available funds to build a rapid rail system. Why? That's a long explanation, but the basic answer is: Because without a state bank, taxes and fees collected by each state (other than North Dakota) are fed into the federal banking system. Those funds are collected by the state and placed in banks that are part of the federal system. The federal system largely determines which projects in which states will get funded... and if you pay any attention at all, most projects that get funded are in states with large populations – a lot of voters.

You will probably make the same mistake most people do when you hear the words “state bank.” You will think of a local bank with the name “State Bank” in its title. That is a state-chartered bank, it is not a state-owned bank. The two are totally different. There is only one state-owned bank in the United States and it is in North Dakota.

The second mistake most people make is to assume the words “state bank” means the state owns the banks with which the people do business. That is incorrect. The banks on Main Street America are still owned by private investors, just as they now are. As I said, to understand this topic you need to read the information contained in the two links provided above.

When a state owns its own state bank, the taxes and fees collected remain in the state and, as they are in North Dakota, are used to promote economic growth within that state. North Dakota is consistently in the number one spot of reports listing the best economies in the nation. It is because that state is in control of which projects will be funded with its taxes and fees... and that puts more control, more power, in the hands of We, the People.

Numerous studies have been done regarding the wisdom of implementing state banks in different states. It is projected that a state's economy can be totally turned from negative to positive within one year simply by implementing a state bank and having a state taking control of its own funds. If you live in an agriculture state, your state's funds can be used to benefit that endeavor. If you live in a high tech state, the funds can be used to help technology companies gain an advantage or fund research projects at your state's universities. Mining? Timber? Oil? OR, HIGH-SPEED RAIL.

In truth, this particular chapter is as much about finding solutions to problems as it is about Lee Emil Wanta and his dream of providing America with a national high-speed rail system. State banks is another part of the solution to our problems. Combined, the two provide an overwhelmingly strong means to change the direction in which our nation is heading. By removing state taxes and fees from the federal behemoth called the Federal Reserve, its power base is reduced and de-centralized. By keeping state taxes and fees within the state, projects like high-speed rail become possible in your state because you take control of how your taxes are spent.

And that's what this book is really all about: Putting America back in the

18

hands of citizens to run and removing it from the hands of bureaucrats and paid-for politicians who understand very well the exercise of power – and don't seem to have much compunction about abusing it (and the people) if it benefits them personally.

That's what Lee Wanta is about, too... recouping our Republic and the respect the words "We the People..." deserves.

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19

cc: THE Hon. BARACK OBAMA  
THE White House

Print

Close

# The Putrid Smell Suddenly Emanating From European Banks

February 2, 2013

Source: [Wolf Richter, Testosterone Pit.com](#)

By now we should have gotten used to the odor emanating from banks—bailouts, money laundering, Libor rate-rigging, the other misdeeds. But in Europe over the last few days, it was particularly dense.

A nauseating whiff came from Barclays today, when it [leaked out](#) that it has been under investigation by the Financial Services Authority and the Serious Fraud Office in Britain for illegal fundraising in 2008. Allegedly, the bank *secretly* loaned £5.3 billion (\$8.4 billion) to one of Qatar's sovereign wealth funds, which then turned around and with great *public fanfare* pumped that money back into Barclays—a scheme to raise capital on paper to escape a government takeover during the financial crisis.

Then Crédit Agricole, France's third largest bank, announced €3.8 billion (\$5 billion) in [write-downs](#), mostly of "Goodwill" due to the "present macro-economic and financial environment." Goodwill reflects money paid out for certain items in excess of their value—an expense that, by a quirk of accounting, is temporarily parked as an asset on the balance sheet to be expensed eventually. After the write-off, the bank will *still* have about €14 billion of Goodwill clogging up its balance sheet, and more write-offs are to come. It already wrote off €2.5 billion last year, when it agreed to sell its stake in the Greek bank Emporiki for €1, which it had acquired with impeccable timing in 2006 for €2.2 billion.

Greek banks... oh my! They're being investigated by [Greek financial crime prosecutors](#) for €232 million in loans that they handed out to the ruling parties, Prime Minister Antonis Samaras' New Democracy and the Socialist PASOK. "Suspected crimes against the state," a court official called it.

The state funds political parties based on their share of the vote, and both parties pledged hoped-for state funding as collateral for these loans. But during the election last June, New Democracy's share of the vote dropped from 33% to 29% and PASOK's from 43% to 12%. With it, state funding suddenly collapsed, and some of the loans are turning sour.

Bitter irony: teetering Greek banks, hoping at the time to get bailed out by taxpayers in other countries, funded Greek political parties that then negotiated the bank bailouts with the EU for the benefit of bank investors [likewise, Proton Bank got bailed out in 2011 though it engaged in fraud, embezzlement, and money laundering, when a bomb exploded.... [European Bailout Fund For Greek Money Laundering And Fraud](#)]

Still on Friday, SNS Reaal, fourth largest bank in the Netherlands, was [bailed out again](#)—after already having been bailed out in 2008. This time, it was nationalized. The €10 billion package would cost taxpayers initially €3.7 billion. Stockholders and junior debt holders lost out too, but holders of senior debt and covered bonds were made whole.

There is never an alternative to bailouts. A collapse "would have unacceptably large and undesirable

20

consequences,” according to Finance Minister Jeroen Dijsselbloem said. As brand-spanking new President of the Eurogroup, he thus confirmed: bank bailouts will be the norm in the Eurozone.

They're worried that letting even a smallish bank fail could take down the electron-thin confidence in the entire financial system—just when the debt crisis has been officially declared “over.” And so, based on the operative set of rules, the Dutch government shanghaied its strung-out taxpayers, whose belts are already being tightened by austerity, into paying, once again, for the misdeeds of the bankers.

In Italy, a billowing scandal got new fuel. It kicked off with a [criminal investigation](#) into Monte dei Paschi di Siena, Italy's third largest bank, for alleged market manipulation, false accounting, obstructing regulators, and fraud. The bank used derivatives to hide losses during the financial crisis, but these losses are now seeping from the woodwork. So Standard & Poor's just cut the bank's credit rating, fearing that the announced losses may just be the tip of the iceberg.

That form of financial engineering came to light when new management took a gander at the books. Now a government bailout is in the works. Because there is never an alternative. Taxpayers tighten your belts!

And on Thursday, Deutsche Bank waded deeper into its quagmire of “matters,” among them the Libor rate-rigging scandal, which might cost it €2.5 billion, and the carbon-trading tax-fraud scandal that broke with a televised raid by police on its headquarters. So, more write-downs are due, and the bank announced a €2.2 billion loss for the fourth quarter. “In 2013,” [said](#) co-CEO Jürgen Fitschen reassuringly, “we will be confronted with more developments in these and other matters.”

*And other matters!* More revelations to come. Already, there are estimates that these misdeeds would eventually amount to €10 billion. Now suddenly: “Building capital is our top priority,” [said](#) the other co-CEO Anshu Jain. He wants to do it without diluting current stockholders. “But in this uncertain world, I cannot exclude anything,” he mollified his audience.

Turns out, the bank [intends to get rid of](#) €16 billion in high-risk credit default swaps by end of March. It might boost its core Tier 1 capital ratio from 8% to 8.5%. More such sales are planned—a wholesale dumping of its credit correlation book, an outgrowth of the financial engineering it used to hide whatever needed to be hidden.

The bitter irony of the financial crisis is just how common the putrid smell has become since. And how routine it has become for these inscrutable institutions with their opaque financial statements to transfer risks and losses to the people. In the US, too, the [smell refuses to evaporate](#). And nothing indicates that this will change anytime soon.

Weary of all this, the French—whose economy is spiraling deeper into crisis—expressed disdain for their political class; they're dreaming of authoritarian leadership, a “real leader” who would clean up the mess and “reestablish order.” Read.... [Could 87% of the French Really Want A Strongman To Reestablish Order?](#)

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21  
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New Republic/USA Financial Group, GES.m.b.H  
 Kartnerstrabe 28/15 Telefon: 513.4235  
 A - 1010 Wien, Austria-Europe

**OFFICE OF THE MISSISSIPPI SECRETARY OF STATE**  
**P. O. BOX 23041, JACKSON, MS 39225-3041 - (800) 256-3494**  
 1988-1997 Corporate Annual Report



Corporate ID: 00554336 State of Incorporation: MS

Date of Incorporation: 06/14/1988

Registered Agent/Registered Office:

Corporate Name and Principal Office Address:

MARLAN V BAUCUM  
 5728-B COUNTY CORK ROAD  
 JACKSON MS 39206  
 [Barcode]

NEW REPUBLIC/USA FINANCIAL GROUP,  
 5728-B COUNTY CORK ROAD  
 JACKSON MS 39206  
 [Barcode]

Please do NOT make any marks inside this box!

Federal ID: 00-0000000

President

Director?  
 Yes

Vice President

Director?  
 Yes

PLEASE ENTER OFFICER INFORMATION

Secretary

Director?  
 Yes

Treasurer

Director?  
 Yes

PLEASE ENTER DIRECTOR INFORMATION

Stock Class

Series

No. Authorized

No. Issued

PLEASE ENTER ISSUED STOCK INFORMATION

		5000	0
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		0	0

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Nature of Business

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I0022



**OFFICE OF THE MISSISSIPPI SECRETARY OF STATE**  
P.O. BOX 136, JACKSON, MS 39205-0136 (601) 359-1333  
Instructions for Application for Reinstatement  
Following Administrative Dissolution/Revocation Registered

*Our forms have been designed to be scanned by computer equipment. There are several simple rules to follow in completing this form to ensure that the form, when completed, can be processed correctly.*

**Name of Corporation** - Enter the Corporation name, up to 60 characters per line

**Federal Tax ID**- Enter the 9 digit number used to report taxes to IRS

**Dissolution Date** - Enter the date the dissolution was effective.

**Reason for Reinstatement** - Mark the appropriate box with an X to indicate reason for reinstatement.

Keep all signatures within the blocks allocated for them.

**Title** - Enter the official title of the person.

This document must be signed by the chairman of the board, the president, or another officer.

The diagram shows a sample of Form 0001, Page 1 of 2. It includes the following elements:

- 1**: Points to the header information: "OFFICE OF THE MISSISSIPPI SECRETARY OF STATE, P.O. BOX 136, JACKSON, MS 39205-0136 (601) 359-1333, Articles of Incorporation".
- 2**: Points to the "1. Type of Corporation" section, which has two boxes: "Profit" and "Nonprofit".
- 3**: Points to the "2. Name of the Corporation" section, which is a large text entry box.
- 4**: Points to a "Sample Text Entry On Form" box.

**REINSTATEMENT PROCESS:**

To request a set aside letter, complete the Request for Certification (Page 2) and mail to the:  
Mississippi Tax Commission  
P.O. Box 1033  
Jackson, MS 39205-1033

**\*\*PLEASE WAIT FOR THE SET ASIDE LETTER TO BE RETURNED TO YOU BEFORE REMITTING THE REINSTATEMENT PACKET.**

**REVIEW THE FOLLOWING CHECKLIST :**

- \_\_\_ Application for reinstatement
- \_\_\_ Annual report(s) covering delinquent years
- \_\_\_ Set aside letter from the Tax Commission
- \_\_\_ Filing fees: \$50 for Domestic Corporations, \$100 for Foreign Corporations, plus \$25.00 for each delinquent annual report. Make payable to Secretary of State and mail the entire reinstatement packet to:

**SECRETARY OF STATE**

Business Services

Post Office Box 136

Jackson MS 39205-0136

*Thank you for your assistance. Please call us at the above number if there are any questions.*

# ANTHEM

New Republic/USA Financial Group, GES.m.b.H  
Kartnerstrabe 28/15 Telefon: 513.4235  
A - 1010 Wien, Austria-Europe

MR. SALI - ROOM 316

ADVANCED TEL: 208-376-0362 May 24, 97 8:40 No. 001 P. 01

NEW REPUBLIC/USA FINANCIAL GROUP, LTD GESELLSCHAFT.m.b.H.  
BRANTOPOULUS, MANAGING DIRECTEUR  
OF GREGORY SALI, DIRECTEUR  
EUROPA

SECTION 18, SECTION 4 PROPRIETARY PROPERTY  
CORPORATE ASSET OF NEW REPUBLIC/USA, WIEN OPERATIONS

AT 10:03 a.m., I WAS ADVISED BY TELEPHONE  
WANTA, OF 26 BITTERSWEET COURT, APPLETON,  
54914.0000, TELEFON : USA 414.930.9054,  
THE CORPORATION AGENTS PICK-UP THE FOLLOWING:

ORD TRUCK - WIEN CORPORATE ASSET  
IDENTIFICATION NUMBER : 1FTCR15TXGPA46304  
VIN TITLE NUMBER : B9109H5004-0  
CORPORATE ASSIGNED DRIVER : JACKSON, MISS. OPS  
CORPORATE AUTHORITY : KOK HONG KWONG,  
PRESIDENT / CEO

NECESSARY ASSET RECOVERY PROCEDURES AT YOUR  
DISCRETION.

PLEASE PAY TIMELY ATTENTION TO THIS SITUATION.

*Danta*  
EUR GENERAL

MANTACI LAW FIRM, et al

ENCLOSURE : WISCONSIN CONTROL NUMBER : 0 - 0700605/05/06/09

24



# ANTHEM

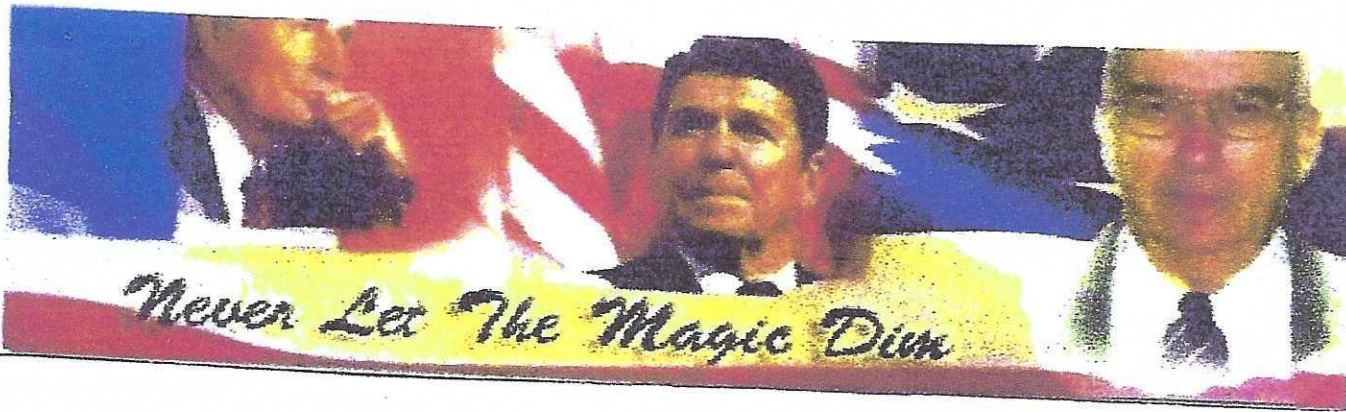
New Republic/USA Financial Group, GES.m.b.H  
Kartnerstrabe 28/15 Telefon: 513.4235  
A - 1010 Wien, Austria-Europe

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*Leo, with my deepest personal regards,  
Ronald Reagan*

*RS*



**To :** Office of the President, Office of the Vice President, Cabinet Members, Office of the Governors, State and Federal Officials, Congress of the United States, OMB Director Jacob Lew, et al ....

**Notice of Default Confirmation** – With President Obama’s authorized release of my personal, civil and repatriated **Inward Remittance** of USDollars 4.5 Trillion, of May 2006 to Bank of America-Richmond, Virginia as **confirmed** by the Federal Reserve Bank - Richmond’s in Court Motion, under their Penalty of Perjury.

- 1.) On or about April 15, 2003 The Honorable Gerald Bruce Lee, in Case No. 02-1363-A filed in The United States District Court for the Eastern District of Virginia, **Order and Memorandum of Opinion**. As part of the Order, the Court stated that the Plaintiff [ Lee E. Wanta, Leo E. Wanta, Ambassador Leo Wanta ] should pursue liquidation of corporations, recovery of financial assets and pay all required taxes in accordance with the law.
- 2.) **IN THE UNITED STATES DISTRICT COURT FOR THE EASTERN DISTRICT OF VIRGINIA, Civil Action No. 1:07 cv 609 T3E/BRP – PETITION FOR A WRIT OF MANDAMUS AND OTHER EXTRAORDINARY RELIEF, filed JUN 20 2007, THE FEDERAL RESERVE BANK OF RICHMOND RESPONDED IN THEIR COURT MOTION STATING ....**

“ PURSUANT TO RULE 12 (B) (6), fed.R.civ.P., Respondent Federal Bank of Richmond (“FRB Richmond”) moves to dismiss the **Petition for Writ of Mandamus and Other Extraordinary Relief**, are as follows.

“For the purposes of the Motion only, all well pleaded facts will be taken as true.”

**In other words**, The Federal Reserve Bank of Richmond accepted the truthful statements in the Writ of Mandamus and confirmed the known **Inward Remittance** designated the Petitioner for the sole and exclusive use and benefit of Petitioner, Lee E. Wanta, Leo E. Wanta, Ambassador Lee E. Wanta; an American citizen, birth June 11, 1940. **References : Rogers-Houston Memorandum, Act of Congress - H.R. 3723, Title 18 USC Section 4 – Misprison of Felony, other Title 18 USC violations.**

**Having Said That**, Upon my Economic Receipt, I will lawfully pay USDollars One Point Five Seven Five Trillion [US\$1,575,000,000,000.00] as my personal/civil/repatriation tax payment, directly to our United States Department of the Treasury, among other “set-aside allocations”, to immediately enhance Our Economic Recovery and National Security.

12

26

By proclamation of the Mayor of

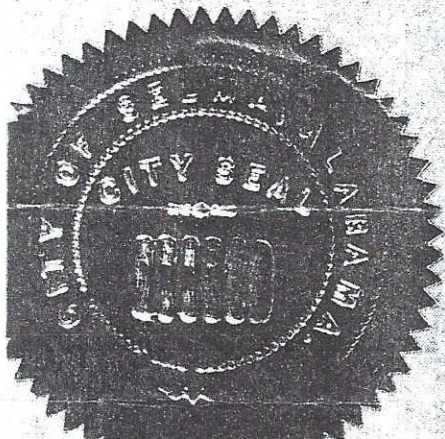
Selma, Alabama

Leo Wanta

does hereby receive the title of

Honorary Mayor

*This title is conferred for your outstanding contribution to the humanities and the cause of good government and as an expression of my appreciation for your amity and support to this office. I do therefore confer this title with all the privileges and honors attendant to this distinction*



*In witness whereof I have hereunto set my hand and caused the seal of this city to be affixed*

Mayor *Jac. J. Smithman*

Date *November 10th 1922*

JACK W. ELLIS  
ATTORNEY AT LAW  
246 Remmet Ave., Suite 20  
CANAJO PARK, CALIFORNIA 91303  
(818) 704-4837

July 5, 1988

Mitsui-Manufacturers Bank  
21500 Oxnard Street  
Woodland Hills, CA 91367

Re: Jack W. Ellis, Client Trust Account  
Account # 10-106-178

TO WHOM IT MAY CONCERN:

I have received the sum of \$500,000 into the above account for a transaction I am handling on behalf of a client.

Please send this date, by wire transfer, the \$500,000 using the verbage provided hereinbelow as follows:

PLEASE WIRE TRANSFER \$500,000 U.S. ON BEHALF OF MY CLIENT, AMERICHIINA GLOBAL MANAGEMENT, INC. UNDER TRANSACTION CODE DEALROOM LEW/USA---JYP---NASH. INSTRUCTIONS TO BANK OF CHINA, HEAD OFFICE, BEIJING, CHINA, ATTENTION MR. FUNG YI OR MR. CHIN, FOR EXCHANGE DEPARTMENT BANK OF CHINA, IMMEDIATELY UPON RECEIPT EXCHANGE \$500,000 USD FOR EQUIVALENT AMOUNT OF JAPANESE YEN WITH AN ADDITIONAL 5% BONUS IN JAPANESE YEN, AND IMMEDIATELY WIRE TRANSFER EXCHANGED JAPANESE YEN TO MITSUI-MANUFACTURERS BANK, MAIN OFFICE, LOS ANGELES, CALIFORNIA, FOR CREDIT TO ACCOUNT NUMBER 10-106-178, JACK W. ELLIS CLIENT TRUST ACCOUNT IN TRUST FOR AMERICHIINA GLOBAL MANAGEMENT, INC.

Due to the nature of the transaction, the response from the bank of China is expected to be received within an hour after the wire transfer is sent by Mitsui-Manufacturers Bank, and I will need to be notified immediately upon receipt of the response. The Japanese Yen received from the Bank of China is to be converted to U.S. Dollars and credited to my trust account.

Finally, the above transaction is to be repeated on a daily basis on Monday through Friday (5 times per week).

Should you have any questions, please contact the undersigned at (818) 704-4837.

Sincerely,

JACK W. ELLIS

JWE:mm  
cc: Americhina Global Management, Inc.

SNDR 30 PARTY / ORG \*

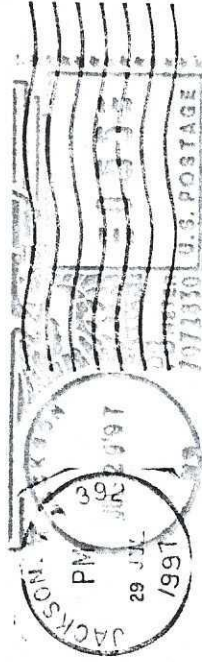
EXHIBIT 22A

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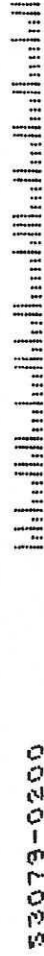
28



ERIC CLARK  
SECRETARY OF STATE  
POST OFFICE BOX 136  
JACKSON, MISSISSIPPI 39205-0136



GERALD SALCHERT  
P.O. BOX 200  
ST. CLOUD, WI 53079



29

# ANTHEM



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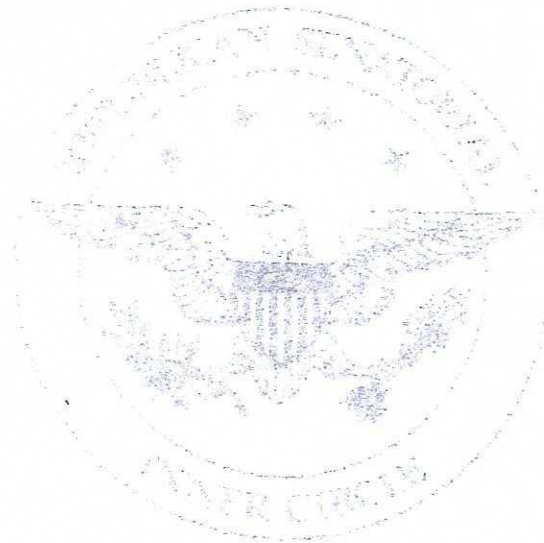
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31

## LEADER-TELEGRAM

The Leader-Telegram is a division of the Eau Claire Press Co.

**Don Huebscher** Editor  
**Doug Mell** Managing Editor  
**Gary Johnson** Local News Editor

# Clean government? According to whom?

**T**he proverbial wheels are coming off Wisconsin's reputation for "clean government."

■ Taxpayers already have been billed hundreds of thousands of dollars in legal fees by a group of lawmakers and staff members being investigated for possible involvement with running political campaigns on the public's dime, which is against the law.

At the same time, it is reported that legislative leaders are also being investigated amid allegations that they shook down lobbyists for campaign donations when the lobbyists sought lawmakers' help on certain bills.

**Editorial** ■ The uproar continues in Milwaukee County over the outrageous pension plan deal that paid some retirees ridiculous lump sum payments and resulted in the resignation of the county administrator and calls to oust County Board members who approved the deal, although they say unwittingly.

The story got dirtier last week when felony charges were filed against Gary J. Dobbert, the so-called architect of the lump-sum payments. Investigators say

**The issue:** Dobbert, the human resources director, lied when he told the County Board that he had the proposal analyzed by an expert, as required by law, and when he

*Several recent incidents cast doubt on*

*state's reputation for clean government.*

**Our view:**  
*It's time for public employees at all levels to lead the fight to restore that reputation.*

told the County Board chairman that the deal would be a money-saver.

Dobbert was fired, but he stands to receive an annual pension of more than \$60,000. However, under the deal he orchestrated, had he worked until 2008 he would have qualified for a lump sum payment of \$826,000, or \$350,000 if he worked until 2004, according to the Milwaukee Journal Sentinel.

There is hope that the pension deal can be rescinded if it can be proved that Dobbert lied to the County Board to get its approval. Any public employee who would accept such an outrageous payment would show their true colors as well.

■ State Rep. Johnnie Morris-Tatum, D-Milwaukee, struck a deal with the state Ethics Board last week in which she agreed to pay a \$1,000 fine in addition to \$1,800 she repaid the state last year for some \$12,000 in personal phone calls billed to the taxpayers.

"It's frustrating, isn't it?" Ethics Board Executive Director Roth Judd told the Journal Sentinel. "The bill went to taxpayers a long time ago. This was as much as we were able to get back."

Morris-Tatum's phone tab included \$6,000 in overseas calls, mainly to Senegal. She claimed the calls were for legitimate state business, but when asked by the Journal Sentinel for proof, she couldn't provide any.

We often hear how people in the public sector miss out on the perks private companies offer their workers.

Well, here's something else that happens in the private sector. If you're caught stealing from your employer, the best you can hope for is to get your dishonest butt fired. More likely, especially where thousands of dollars are involved, it's turned over to law enforcement, and you are prosecuted, which could mean probation or prison, and certainly full restitution.

The public must get involved to put the brakes on this disturbing trend, and so should the honest lawmakers and public employees, whose reputations likewise suffer every time one of their own gets caught lying, cheating and stealing from the taxpayers.

— Don Huebscher, editor

32

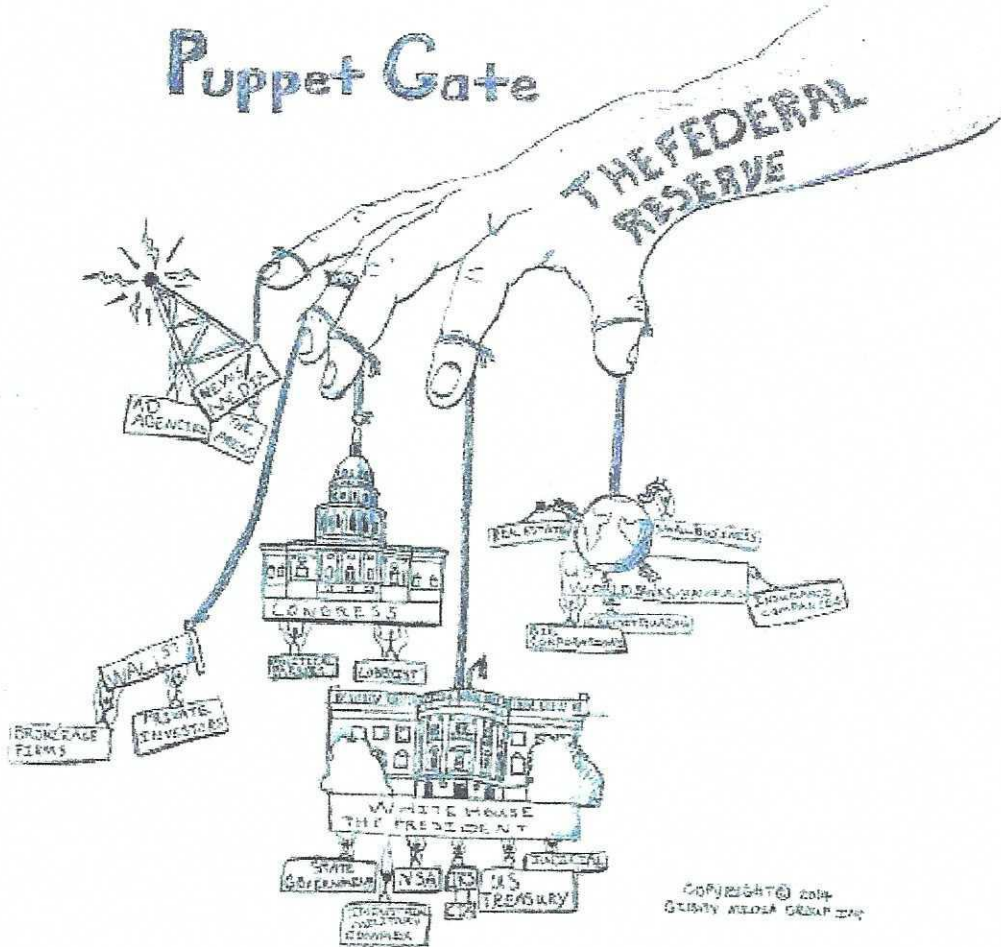


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Kartnerstrabe 28/15 Telefon: 513.4235  
A – 1010 Wien, Austria-Europe

PuppetGate

by Preston James



[http://beforeitsnews.com/bottom\\_float/print\\_story.html](http://beforeitsnews.com/bottom_float/print_story.html)

4/7



33



**Robert David Steele**  
 Chief Counsel & Commissioner

*Judicial Commission of Inquiry into  
 Human Trafficking & Child Sex Abuse*  
 International Tribunal for Natural Justice

robert.david.steele.vivas@gmail.com  
<https://www.itnj.org/commission/>

**PRAYERS TO  
 ST. MICHAEL, ARCHANGEL**

**A Citizen's Prayer to St. Michael**

Please protect us, St. Michael the Archangel, against violence, murder, and robbery. In your goodness preserve us today from all the malice of sinful and wicked people. In your sleepless vigilance watch over the safety and welfare of our homes and keep guard over our possessions. Ever hold in your special care, most triumphant St. Michael, the forces of public order against the crimes of evil people and defend all honest citizens in time of peril. Amen.

**A Policeman's Prayer**

Victorious St. Michael, you know how evil men are awake and plotting while good men sleep. Even so was faithless Judas awake and betraying our Lord while the Apostles slumbered in the Garden at Gethsemane.

Help me, powerful Archangel of God, to be always alert at my post, ever ready to do my duty, and to apprehend criminals without fear or favor. Be near me and my fellow police in times of peril and emergency, please. Defend us by your power when we are in danger. Be sure to shield us from all temptation and any occasion of sin. Help us

*(Prayers continued on back page)*

<https://vimeo.com/358555549>  
<https://vimeo.com/370672952>  
<http://eagleonetowanta.com>



<https://vimeo.com/383532623/5b524043e9>

Knights of Columbus  
 Supreme Council Office  
 1 Columbus Plaza  
 New Haven CT 06510-3

2008 1-17



**Robert David Steele**  
 Chief Enabling Officer (CeO)

Earth Intelligence Network (non-profit)  
 Open Source Everything Inc. (for-profit)

robert.david.steele.vivas@gmail.com  
<http://robertdavidsteele.com>

SPECIAL

**Deputy Sheriff**

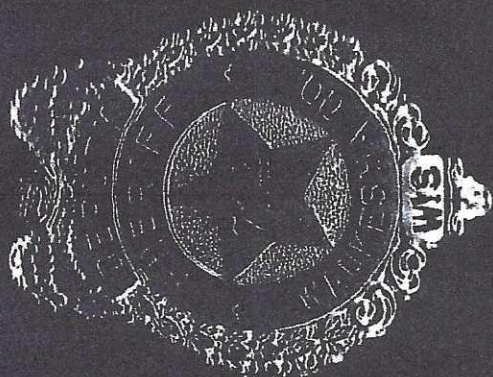
WAUKESHA COUNTY, WISCONSIN

LEO E. WANTA

**MIRANDA WARNING**

1. You have the right to remain silent.
2. Anything you say can and will be used against you in a court of law.
3. You have the right to talk to a lawyer and have him present with you while you are being questioned.
4. If you cannot afford to hire a lawyer, one will be appointed to represent you before any questioning, if you wish.
5. You can decide at any time to exercise these rights and not answer any questions or make any statements.

34



12/23/2018

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